

ABSTRACT OF THE DISCLOSURE

An antilock brake control system for a vehicle includes normally-opened solenoid valves and normally-closed solenoid valves, and diodes each capable of exhibiting a function of slowly decreasing an electric current supplied to a coil of each of the normally-opened solenoid valves when the supply of the electric current to the coil has been cut off. Each of the normally-opened solenoid valves is controlled so that it is switched over among a turned-on state in which a predetermined first electric current is permitted to flow through the coil, a turned-off state in which the supply of the electric current to the coil is topped, and a middle state in which a second electric current lower than the first electric current is permitted to flow. In this antilock brake control system, a switch means is mounted between the diode and a current supply control means or between the diode and an earth, and controlled so that it is maintained in an electrically disconnecting state during shifting of each of the normally-opened solenoid valves from the turned-on state to the middle state, until the shifting is completed. Thus, it is possible to enhance the responsiveness during shifting of each of the normally-opened solenoid valves from the turned-on state to the middle state.